

Intimations.

**WM. POWELL,
LIMITED.**

**"ALEXANDRA
BUILDINGS,"**
Des Voeux Road.

**DRESS-
MAKING.**

**FIRST-CLASS
STYLE,
CUT AND FIT
GUARANTEED.**

**NO EXORBITANT
CHARGES MADE.**

Estimates always
given.

**DRESS
FABRICS**

In Large Variety,
comprising

COLOURED

LINENS,

MERCERISED

LAWNS,

PRETTY

MUSLINS,

DRILLS,

PIQUES,

ALPACAS,

FOULARDS,

&c., &c., &c.

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 1st August, 1905.

Intimations.

**THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 15th August, at 12 o'clock
Noon, for the purpose of receiving a Report
of the Directors, together with a Statement of
Accounts, declaring a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to 15th August,
both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 22nd July, 1905. [762]

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 19th day of August next,
at Noon, for the purpose of receiving the Report
of the Court of Directors together with a Statement
of Accounts to 30th June, 1905.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1905. [768]

**HONGKONG AND SHANGHAI BANK-
ING CORPORATION.**

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the Corporation
will be CLOSED from SATURDAY, the
5th, to the 19th day of August next (both days
inclusive), during which period no Transfer of
Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1905. [769]

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS in the Company
will be held at the Office of the Company,
Queen's Building, Connaught Road, on MON-
DAY, the 1st August, at 12 o'clock Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to the 21st
August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 27th July, 1905. [776]

**CHINA SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

IN accordance with the Provisions of No. 121
of the Articles of Association, the General
Agents have this day declared an INTERIM
DIVIDEND OF TEN PER CENT. for the half-
year ending 30th June, 1905, on the Paid-up
Capital.

DIVIDEND WARRANTS payable on
FRIDAY, the 18th August, will be issued to
Shareholders on application.

The TRANSFER BOOKS of the Company
will be CLOSED from 5th to 18th August,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 31st July, 1905. [792]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.
Hongkong, 23rd February, 1905. [62]

AN APPEAL.

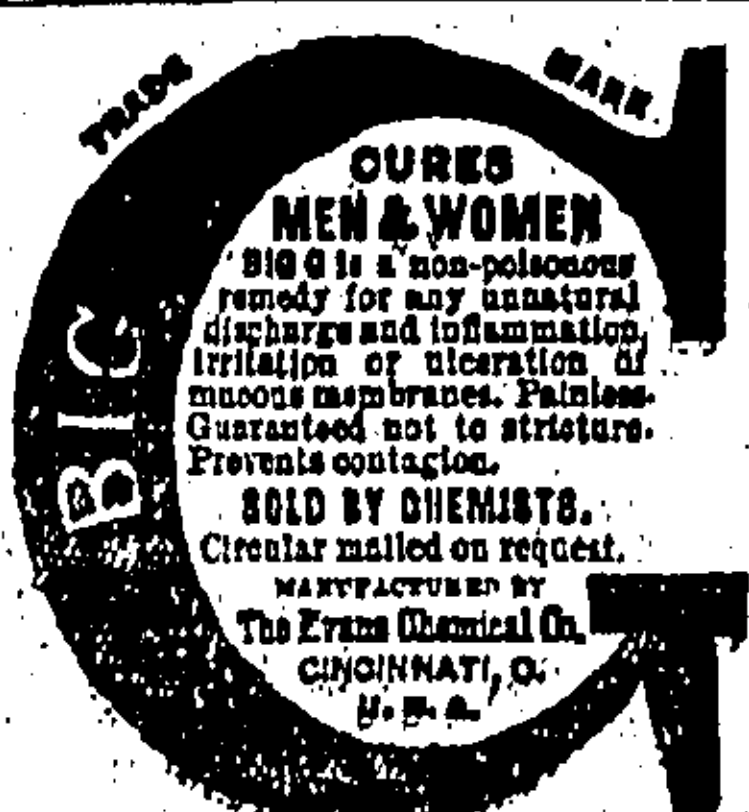
THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies' Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1905.



TEACHING AS A PROFESSION.

ITS DRAWBACKS AS AN AVOCATION
FOR MEN.

Some time ago the "Chronicle" received a
letter from a correspondent, who signed himself
P. D. Gog, who gave, as a reason why "no self-
respecting man would select teaching as a pro-
fession," the system of "graft" which he alleged
to exist in many of the school boards in towns
where several teachers are employed, and in
many of our cities. Where there is not actual
corruption, our correspondent stated, there was
often gross favoritism; the common practice
being for School Trustees to provide for their
friends, and dependents with little regard to the
interests of the schools. Had our correspond-
ent signed his own name we might have used
some of the examples which he gave as illustra-
tions, but no use can be made of an anonymous
letter, except, as in this case, when the editor
finds it a convenient way to introduce a topic
about which he intends to write.

There is doubtless graft and favoritism in
connection with the appointment of teachers,
but we think that those who for a considerable
time have been in a position to observe that
judges will agree that there is much less than
there used to be and that it is constantly dimi-
nishing. We doubt whether there is much
corruption. School officers doubtless continue
to favor their friends, but public opinion and
the spread of higher education have so raised
the standard of requirements that incompetents
can hardly secure the necessary certificates, and
as between those who are competent it makes
little difference to the public who fill the positions.
Of course, among those properly equipped
there is a great difference in aptitude for
teaching, but the demand for good teachers is
such that we doubt whether any teacher—man
or woman—who has demonstrated decided
capacity to teach need long be without a position.
Nor do we believe one will need to
sacrifice his self-respect in order to secure work.
We do not think that our anonymous correspond-
ent has hit upon the cause which keeps
ambitious men from entering the teaching pro-
fession or remaining in it if they do enter.

A man desires not only to choose his avoca-
tion, but the location and environment in
which he shall pursue it. He desires a home
of his own which he may buy if he is able
knowing that he may occupy it for life if he so
desires. He likes to feel that he has a "stake"
in the community in which he casts his lot and
to be recognized as a substantial citizen, with a
voice in public affairs and not merely a so-
journer for the time being. And above all,
whatever business he may engage in, he likes
to feel that it is his own business, in respect to
which his decision is final. The man who
enters the teaching profession can expect none
of these things. Except in a large city, any
advancement in life usually means a removal.
Most men who select teaching as a profession
either go into a high school as a subordinate
or a small graded school as principal. They
do not go where they will, but where they can.
When there they are seldom recognized as
permanent factors in the community, for nei-
ther they nor any one else knows whether they
will be there next year. One may—as many
do—in the end become virtually a fixture
in the community which he serves, but he has
no assurance that he will, and he is
hardly likely to until after several years. Even
if he does become settled, it seldom happens
that he enters into the general life of the com-
munity, as other men do. To be respected
and consulted as a "leading citizen" is upon
the whole one of the most gratifying expe-
riences of life. It sometimes comes to
teachers. It is hardly to be hoped for by one
adopting the avocation. The profession of
teaching—except in connection with universi-
ties, and, in a less degree, normal schools—
does not open the way to that standing in
society which is the most agreeable of rewards
of well doing. It is probably the recognition
of that fact which keeps men from becoming
teachers.

There is, of course, some cause for this
outside the personality of the man him-
self. Of two graduates from college of
equal character and capacity, if one becomes
a lawyer or a physician in some county
seat and the other becomes the principal
of the graded schools, the one who is likely
to become a factor in shaping public opinion and
action in his community is not the teacher.
And yet all will theoretically agree that the
function of him who directs the moral and
intellectual development of all the children of
the place is more important than that of him
who prescribes for the bodily ailments, or con-
ducts the personal quarrels of some of their
parents. The views of some more philoso-
phical pedagogues than our anonymous correspon-
dent on this subject would be interesting. It
seems certain that in some way the profession
of teaching impairs the vitality of men, and
prevents the development of qualities which
make those of no more natural ability or better
equipment in other professions powers in the
communities in which they dwell.—S. P.
Chronicle.

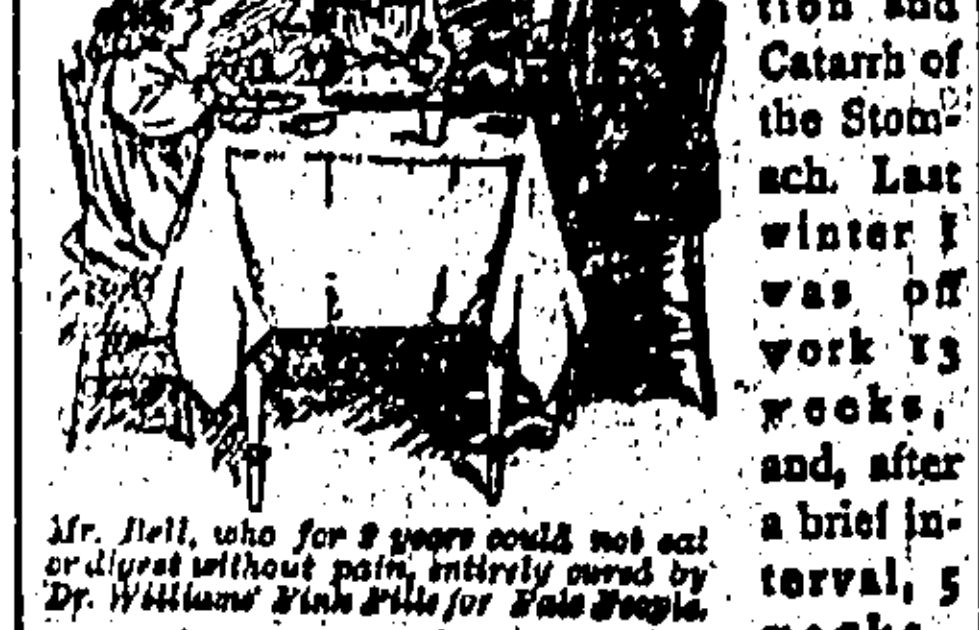
INDIGESTION

POSITIVELY CURED BY DR. WILLIAMS'
PINK PILLS.

"This wonderful medicine has cured me. I
can enjoy a hearty meal." Mr. W. J. Bell, 78
Millarbank-street, Springfield, Glasgow, Scot-
land, thus sums up what Dr. Williams' Pink
Pills did for him. Mr. Bell is well-known, in-
telligent, and highly respected. His words
carry weight.

"I grew weary of ordinary medicine," said he,

"in trying to find a
cure for indiges-
tion and Catarrh of
the Stomach. Last
winter I was off
work 13 weeks,
and, after a brief
interval, 5 weeks



Mr. Bell, who for 2 years could not eat
or digest without pain, entirely cured by
Dr. Williams' Pink Pills for Pale People.

more. The misery and pain I endured would
be hard to tell. I perspired terribly at nights
with the pain, and had dreams which scared
me. The pain in my stomach was so bad that
sometimes I had hot plates on, but without
much relief. Confined to my bed, I could not
take even the lightest food, and fell away to a
shadow. Doctors did all they could for two
years. Then, as ordinary medicine failed, I
thought I would try Dr. Williams' Pink Pills.
I have taken them for six weeks only, and I
now feel perfectly well. I am thoroughly fit
for work, and always eager for meals. What a
contrast! My fellow-workmen and neighbors
cannot refrain from remarking how great is the
change in me, and I tell them all I owe my
good health and cheery spirits to Dr. Williams'
Pink Pills. I was so ill and weak when I be-
gan the pills that I thought no medicine would
ever make me better.

"A headache," Mr. Bell added, "is a thing I
never have. I rise in the morning from re-
freshing sleep. I am well, and fit for any-
thing."

The way to digest food well is to use it well.
If we don't get good out of food we get harm.
Dr. Williams' Pink Pills improve the blood and
enable it to absorb and use the nourishment.
Thus they cure indigestion, and give strength,
Bile, Heartburn, Kidney and Liver disorders,
and all effects of bad Digestion disappear be-
fore them. They have cured Anemia, Con-
sumption, Decline, Eczema, Fits, Gout, Rheu-
matism, and other diseases arising out of poor
or poisoned blood; and, by acting on the
nerves through the blood, have cured St. Vitus'
dance, nervous breakdown, Paralysis, Loco-
motor Ataxia, and other nervous troubles. For
ladies' ailments, and the sick headaches, back-
aches, and general misery they bring, these
Pills have proved a revelation. Dr. Williams'
Medicine Co., Holborn-viaduct, London, will
send a genuine bottle for 2s. 6d. (six for 15s.
9d.); but the pills can be had at most medicine
shops, if the purchaser will insist on having
Dr. Williams' Pink Pills for Pale People and
firmly decline to listen to any talk about
"something else"—which means a Substitute.
Substitutes never cured anyone. [59]

Intimations.

NOTICE.

THE Interest and Responsibility of the
Undersigned in the business carried on
under the style of THE MUTUAL STORES,
at 25, Des Voeux Road Central and at Shakes
Street, Canton, CEASED as from the 1st day of
July, 1905.

ALL DEBTS due and owing to THE MUTUAL
STORES up to the 30th day of June, 1905, will
be collected by us.

ALL CLAIMS against THE MUTUAL STORES
up to the 30th day of June, 1905, must be sent
in to the Undersigned at 25, Des Voeux Road
Central before the 31st August, 1905, otherwise
they will not be recognized.

We take this opportunity to thank the
numerous customers for the esteemed patron-
age, which they have accorded us in the past.

LIN WOO.

FRED. C. MOW FUNG.

Hongkong, 1st August, 1905. [798]

**GREEN ISLAND CEMENT COMPANY,
LIMITED.**

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS. They contain
20 per cent. of Plasmon and are more
easily digested and afford greater nourishment
and sustenance than any other. Plasmon raises
the actual flesh forming value of food to a high
and trustworthy degree. They are made in
four varieties:—

SWEET, PLAIN (UNSWEETENED), WHOLE-
MEAL, AND CELERY.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 3rd July 1905. [58]

"Sanitas"
Unequaled
Paritying Agent
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is a non-poisonous and non-irritating, and for
sanitary purposes is thoroughly effective. It
completely disinfects the house in which
it is used, and, administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best all purpose disinfectant, and a stronger
antiseptic and deodorant than carbolic acid,
bichloride of mercury, and other antiseptics.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
authorities for use in hot climates, because of its
disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles
supply the most and most convenient means
of disinfecting. For the disinfection
of infected places, bedding, clothing, etc.,
they are equally efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

Auction.

PUBLIC AUCTION,
THE Undersigned have received instructions
from the Official Receiver, to sell by
PUBLIC AUCTION,

ON
WEDNESDAY,
the 9th August, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
SUNDAY
HOUSEHOLD FURNITURE,
Comprising—

MARBLE-TOP SIDEBOARD with BE-
VELLED GLASS, LEATHER-COVERED
DINING ROOM SUITE, DINNER WAG-
GONS, TEAKWOOD OVERMANTLES
with BEVELLED GLASS, MARBLE-TOP
TABLES, TEAKWOOD WARDROBES
with BEVELLED GLASS, MARBLE-TOP
BUREAU with BEVELLED GLASS, CUT-
VELVET PICTURES, CURTAINS, ELEC-
TRIC FAN, BLACKWOOD FURNITURE,
&c., &c., &c.

Also
One RICKSHA.

Now on view.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 5th August, 1905. [808]

Insurance.

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895. [52]

Hotel.

**OCCIDENTAL
HOTEL.**

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [27]

Consignees.

**PORTLAND AND ASIATIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Counter-signa-
ture and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

S. SILVERSTONE,

Acting General Agent.

Hongkong, 3rd August, 1905. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"CANDIA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.

Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 3rd August, 1905. [5]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

Intimations.

**COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED.**

THE OFFICES of this Company are now
situated on the Third Floor of HOTEL
MANSIONS, Pedder Street.
W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter.
Hongkong, 1st August, 1905. [794]

CAFE WEISMANN.

THE Public are invited to pay a visit to
our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON
DRAUGHT.

Entrance—

NO. 14, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46]

"SEETON."

A FIRST-CLASS FAMILY
HEALTH RESORT.

SPLENDID BATHING FACILITIES for
ADULTS and CHILDREN.
SEPARATE BATHING ACCOMMODA-
TION for LADIES and GENTLEMEN.
LAWNS suitable for Private Parties and
Picnics let by arrangement.

First-class Refreshments only supplied.
Special Launches will leave Blake Pier
every day throughout the Summer Months
(weather permitting).

Week days leave at 5.15 p.m. Return at 7 p.m.
Saturdays leave at 3.15 p.m. Return at 7 p.m.
Sundays leave at 3.15 p.m. Return at 7 p.m.

Launches will call at Police Pier, Kowloon,
on Saturdays and Sundays.

Return Tickets (including refreshments) \$ 1.00

Monthly Excursion Tickets..... 10.00

For further particulars, please apply to the
Undersigned—

SAMUEL SEE,

Manager.

c/o 15, Connaught Road Cen. rd.

Hongkong, 1st August, 1905. [793]

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 20th June, 1905.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportionally.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On 28th July, at 52, Bubbling Well Road, Shanghai, the wife of Dr. F. A. ROBINSON, of a daughter.

MARRIAGES.

On 17th June, at St. Jude's S. Kensington by the Rev. Eardley-Wilmot, LAWRENCE GRAHAM CLOETE GRAHAM, British Vice-Consul at Tehran (late of H. M.'s Consular Service in China) to ANNE, younger daughter of H. W. F. Ide, late of Burwash, Sussex.

On 24th June, at the Royal Chapel of the Savoy, by the Rev. Paul Wyatt, THOMAS LEMON of Shanghai, to GEORGINA AUGUSTA, youngest daughter of the late Charles Cotton, of Audley House, Cork.

DEATH.

On 1st August, at No. 5, North Soochow Road, Shanghai, H. COUGHLAN.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 7, 1905.

CHINA & THE UNITED STATES.

The Washington Post declares that China has notified the State Department that she is sending Mr. Wu Ting Fang to negotiate a new exclusion treaty. Although we have seen no official confirmation of the report it is quite possible that Sir Liang Chen Tung's predecessor, who was an excellent representative of the best elements in the national life of China, may have been selected for this important mission. If so, the very fact that a man, so long trained and so long in touch with progressive ideas and institutions, is to return to Washington to represent the Court of Peking in this delicate matter ought to be accepted as evidence that the Imperial Government of China is determined to make the most of whatever opportunities may be found for bringing to a timely end the serious boycott and for assisting the Western power in its dealings with the Orient. When Mr. Wu Ting Fang was at Washington he was looked upon not only as a capable minister and guide, but as a counsellor and friend of the American public. He has on many occasions assisted Congress to legislate and may now be relied upon to bring to an issue acceptable to all parties, any new measure framed in connection with the exclusion of Chinese from the United States. We are told that the Chinese in San Francisco are passing resolutions urging the United States to rescind the Exclusion Law, or at least to make its enforcement less stringent, while, on the other hand, the Americans are retaliating by refusing to deal with the Chinese and by excluding them from every avenue of trade. Such a state of affairs cannot continue without very serious trouble ensuing and the sooner steps are taken to bring about a settlement of the grievances of both parties the better it will be for all concerned. Fortunately there are those in America who recognise the injustice of the present exclusion treaty, and who realise the importance of keeping on friendly terms with China. It was not long since that Mr. Taft, in a speech, hit the nail on the head when he declared that one of the great commercial prizes of the world is the trade with the 400,000,000 Chinese. "Ought we," he said, "to throw away the advantage which we have by reason of Chinese natural friendship for us and continue to enforce an unjustly severe law and thus create in the Chinese mind a disposition to boycott American trade and to drive our merchants from Chinese shores, simple because we are afraid that we may for the time lose the approval of certain unreasonable and extreme popular leaders of California and other coast states? Does the question not answer itself? Is it not the duty of members of Congress and of the executive to disregard the unreasonable demands of a portion of the community deeply prejudiced upon this subject in the far west, and insist on extending justice and courtesy to a people from whom we are deriving and are likely to derive such immense benefits in the way of international trade?" Such words as these, coming from a speaker whose knowledge of the Chinese is such as to give them additional force, should not escape the attention of that large section of the American community who are so blindly plumping for exclusion without weighing the serious consequences likely to arise if the Chinese put a stop to their trade with the

Celestial Empire. The Chinese are by no means short-sighted. They do not object to America's policy of excluding the coolie class so much as the exactions and indignities placed upon commercial men, students and others outside the restrictions of the present treaty. A little consideration and fair play on the other side of the Pacific may mean a lot to American trade and American people in general.

LOCAL AND GENERAL.

A TOKIO wire of 2nd inst., to the N. C. D. News, says that there has been heavy rain with inundations in north-eastern Korea. All the Russian pontoons on the Tumen have been carried away.

THE shipment of sugar from Formosa between November and June last amounted to 635,650 piculs—315,280 piculs from Anping, and 320,370 piculs from Takao—valued at \$5,240,000. The stock now remaining in the island is estimated to be no more than 40,000 piculs.

On the 10th July we stated on the authority of a naval correspondent that an intimation had been received in the Colony to the effect that Commodore Dicken, R.N., had been promoted to the rank of Rear-Admiral. We pointed out that although no official confirmation had been received, the accuracy of the report was not doubted. We now understand that the official intimation of his promotion was received by Rear-Admiral Dicken towards the close of last week.

THE Inspector-General of I. M. Customs has issued a new regulation to ensure better control over steam launches running between ports and inland cities. Those in charge of steam launches found guilty of towing boats exceeding the number settled by regulation, or containing an excess of passengers, shall in future be fined \$100 each time, and if through towing such boats any accident, followed by loss of life, occur, those in charge of the steam launches will be severely punished.

It would certainly appear that the criminal classes do not appreciate the full import of an order for their banishment from the Colony. Scarcely a day passes without several of these men appearing in Court to be dealt with by the Magistrates, and though the awards are exemplary, they do not appear to have any deterrent effect. This morning there were several of that class before the Court, and each had sentences of 12 months' hard labour, six hours' stocks, and banishment again, at the expiration of their sentences.

DUE to the great care which has been exercised in all cases and suspected cases of plague, Manila still continues to remain free from that dread disease. The number of cases for the fiscal year ending June 30th, 1905, shows a decrease of fifty per cent. over the number which occurred last year. During the fiscal year ending 1904 there were 101 cases, while in 1905 there were only 51. This is considered a very great result when it is remembered that the disease is epidemic in India and other surrounding countries.

It will be remembered that on the 11th ult., a shopkeeper named Cheng Yau Cheung, of No. 6, Third Street, went to collect a bill for \$70 from the Dairy at Pokfulam, and after receiving the money he was returning to his shop when he was set upon by two men, who after knocking him down and stealing from him \$40 in notes, a \$5 silver watch, a \$6 jade-stone bangle, a knife and a pair of shoes, tied him up to a tree. The highway robbers disappeared, and it was supposed they had gone out of the Colony, but the police had a full description of the men, as they were opposite neighbours of and well-known to the complainant, and consequently as soon as they were seen in the streets of the Colony they were promptly arrested. After evidence of arrest had been taken the case was reminded by Mr. Orme.

SAVS the Hongkong correspondent of the N. C. D. News:—The brokers are still growling and grumbling about recent settlement surprises, and the present stagnation. The last week there was nothing doing in forward business, and investment orders, even when there is some money to invest, is not enough to keep them occupied. At present the prices are being settled in a clever manner. As there is neither supply, demand, nor stir of any kind, I am told that the stocks are taken in their order on the list, and the brokers play fantan games to decide what the quotation shall be. "1" represents a rise of a point, "2" a ditto fall, "3" no change, and "4" no business. There has been a run on the "2"s, but the experts are getting ready to back "1"s soon. This I had from a man to whom I stood two cocktails in succession, and I don't think he would deceive me in such an important matter.

A NICE little family brawl occurred in Centre Street which needed explaining to Mr. G. N. Orme this morning. The explanation was that some days ago a seaman was engaged for the working of a cargo junk, and was given an advance of \$5. But he thought \$5 was quite enough to live upon without working, for a time, so he disappeared, and was seen no more until yesterday, when the junk-master's wife recognized him in Centre Street, and demanded the return of the \$5 advanced. Upon this the man struck her on the head, and was about to follow it up with some more castigation when he felt himself in his turn banged over the head, and discovered the junk-master had arrived on the scene and witnessed the assault on his wife. The two of them then set on the lazy seaman, and he would have had a bad time of it, but when he was getting the worst of it his mother-in-law put in an appearance, and took a hand in the fracas, which first attracted a crowd and then the police. All four combatants were arrested, and fined this morning by Mr. Orme \$2 each. But the \$5 is still unreturned.

THE landing of the Dutch force at Badju was successfully accomplished after a fierce resistance from heavy ramparts. The enemy fled, leaving 235 dead; the Dutch had three killed and twenty-six wounded.

Two Chinese constables were arrested and placed in the lock-up on Saturday for picking the pockets of passengers on the steam launch *Ching Yik*, which plies between various points in the harbour, as a ferry-boat. They were placed before Mr. G. N. Orme this morning, when the case was remanded for the attendance of some of the victims to give evidence against the culprits.

INSPECTOR McHardy placed a line of twelve tough looking customers before Mr. G. N. Orme this morning, whom he had rounded up at Deep Water Bay while they were in the midst of a fine flutter at *fantan*. "I wasn't gambling, I only went to look see," said each and every one of the twelve, but cards, dice and money in their midst was strong evidence and the dealer, who was the leader of the game, had to find \$100, and the other eleven \$3 each.

THE interpreter of the Tai Po Magistracy so far forgot himself on Saturday night as to seize a ricksha coolie's queue, and with it try to drive the man, *au cheval*, while using his feet in lieu of a whip, at Shek Tou Sui. Placed before Mr. Orme to explain his disorderly conduct this morning, he calmly said he had been to a party, and when he engaged a ricksha to take him home, the coolie would not go the proper way, so he had to try that means to make him. Fined \$2.

THE Police Club bowling semi-finals and finals, which we announced as taking place on Saturday evening, resulted in a win, in both events, for Inspector Ritchie, who defeated Inspector Langley in the semi-final by 21-8, and Inspector Gauld in the final by 21-7. Inspector Ritchie thus carried off the first prize, the silver-mounted Taylor bowls, presented by Mr. I. MacDonald, Government Marine Surveyor, while the second prize, consisting of the money collected for entrance fees, fell to Inspector Gauld. The bowling tournament being now over, the energies of the active members of the Police Club are now being directed to the lawn tennis tournament which is still in progress, the remaining matches to be contested being Shepherd v. Langley; Grant v. MacKenzie; and Waterer v. Gordon (singles), after which Watt will play the winner in the first; Clyde the winner in the second, and Edwards the winner in the third.

CANTON VICEROY

DETERMINED TO RESIGN.

A Canton dispatch states that although H.E. Viceroy Tsén Ch'un-hsien has been given one month's sick leave by the Throne, his Excellency has again memorialised their Majesties to the effect that the state of his health is such that he must be allowed a long period of rest in order to be restored to good health again and that if he is not permitted to resign there is reason to fear that "not only will he be unable to regain his health but that the duties of his post will have to be neglected to the detriment of the Viceroyalty of the Two Kwang provinces." It is therefore expected in mandarin circles in Canton that under the circumstances their Majesties must very well persist in keeping his Excellency in Canton any longer.—N. C. D. News.

CULTIVATION OF SUGAR

IN THE PHILIPPINES.

A meeting has been held in Manila at which there attended a large number of persons interested in the cultivation of sugar in the Philippines. They met together with Commissioner Worcester and the chief of the bureau of agriculture to talk over the sugar question and to formulate some plan by which they could present the needs of the country as regards the cultivation of the product, to the Congressmen who are coming with the secretary of war. One point that will be brought out prominently is the necessity of some reduction in the present tariff. The whole matter of the sugar industry was discussed, and in the next conference the tobacco industry will be taken up.

REVOLT OF FORMOSAN ABORIGINES.

OPPOSITION TO CAMPHOR OPERATIONS.

Once more a tribe of Formosan aborigines has risen in revolt, and there has been loss of life in consequence. According to a report from the Formosan Government to the Home Department dated the 20th July, it appears that the trouble originated in the course of operations for the gathering of camphor. A tribe known as Towabar having assented to camphor operations being started in their district, the work was commenced, and over 200 operatives entered the district, a volunteer station, being established near the factory for protection against possible raids by the aborigines. The operations proceeded satisfactorily, but it seems that various rumours were circulated among the aborigines concerning the establishment of the volunteer station, and they became alarmed. On the 15th ult. after several outrages had been committed on the operatives, a large body of armed aborigines appeared and in a threatening manner demanded the removal of the camphor factory, and the withdrawal of the guard of volunteers. The volunteers, whose station was unfavourably situated, started preparations for withdrawal, when the aborigines opened fire, and fighting ensued. Fortunately all the camphor workers succeeded in getting away unhurt. Since then the tribesmen have continued to attack the line of guard, and fighting has been in progress almost daily. The casualties of the police force and volunteers up to the date of the report were one volunteer killed and one inspector (who has since died), two policemen, and two volunteers wounded. Two of the aborigines were seen to be killed, and it is believed that many others must have been killed or wounded.—*Japan Chronicle*.

SHIPPING JETSAW.

The captured German blockade-runner *Veteran* formerly the *Thaler*, has been named *Hachura Niara*.

The Kawasaki Dockyard at Kobe has just completed a steam yacht 132.6 x 11 feet, for the Siamese Crown Prince.

The steamer *Riyojo Maru*, sunk off Moji after collision, has been sold with her cargo of 20,000 bales of fish manure for 77,553 yen.

It appears that the *Cicelle* has been to Petro-pavlovsk, and was trying to get to Nicolaiefsk when she ran ashore off Cape Patience, Saghalien.

The fact that the C. N. S. *Ichang*, which is 285 feet long, was able to swing at the Tientsin Bund with nearly 20 feet to spare, shows the great improvement made in the river by the Haiho Conservancy.

ACCIDENT TO THE "DAKOTA."

A telegram has been received at the Kobe Office of the Nippon Yusen Kaisha, who act as the local agents for the Great Northern Steamship Co., that the new steamship *Dakota*, sister ship of the *Minnesota*, scheduled to have left Seattle on her maiden voyage for Japan on the 24th ult., has returned to Seattle with her shaft damaged. Her cargo, etc., will be transferred to the steamship *Minnesota*, which was fixed to leave Seattle for the Far East on 4th inst.

The Harbour should in time be a clear and safe place for navigation, if the present campaign instituted by the Harbour authorities against junks anchoring in the fairways, and other unauthorized parts of the waters of the Colony has the expected and desired result. Fines of \$5 to \$15 are almost daily imposed on the infringers of the harbour regulations, and to-day was no exception, as another batch of indifferently junkmasters received their deserts at the hands of the Magistrates, and had to pay fines of \$15 each.

A very sad occurrence took place at the Mercantile Marine Officers' Association at Shanghai the other evening. Mr. H. Coughlan, who until recently was one of Mr. Geo. McBain's steamers, spent most of the afternoon at the Institute and seemed in the best of health and spirits. About 5 p.m. he was suddenly taken ill. The doctor from the *Villalobos*, who was passing at the time, was called in, but Mr. Coughlan died a few minutes before 7 p.m. a victim, it is supposed, to heat apoplexy. Deceased was a native of New Zealand, and at the time of his death was unemployed.—N. C. D. News.

THE CASE OF THE "AGINCOURT."

The Lord Chief Justice and Justices Darling and Jell decided on 1st ult. an appeal in the case of Lloyd v. Sheen. Mr. Lloyd, owner of the *Agincourt*, appealed against a decision at Guildhall in favour of a seaman's claim for wages. The question was whether a seaman who signed articles for a voyage was entitled to cover the Japanese war zone was entitled on arrival of the vessel at Singapore with a cargo of coal to refuse to proceed to Nagasaki, and then claim his wages. Only one officer and one seaman did not refuse to proceed further than Singapore, and the ship was taken to Nagasaki by Chinese. It was arranged that the original crew should be picked up on the return voyage, but the ship going ashore, they had to come to England by other means. The respondent claimed four months' wages. The shipowner claimed that he was only liable for wages up to the date of the refusal to proceed on the voyage to Nagasaki. The Court held that the captain, by assenting to return and pick up the crew on the return voyage, acquiesced in the action of the seamen, who had not been discharged, and that the men were justified in not proceeding to a port within the war zone. The decision of the magistrate was therefore upheld.

This morning was a sailors' day at the Magistracy, as an unusually large number of members of that calling appeared to answer to the charges of being drunk and disorderly. One man, named Sinner, from the s.s. *Dallin-hall*, stoutly denied that he was either drunk or disorderly, and said he had been "insulted by a black constable," and, when he tried to get away he was knocked down, and taken to the station. When he was charged with being drunk defendant said he offered to walk along a chalked line, but he was hustled into a cell, and there he got sick and was removed to hospital. He was not drunk at all, and had a witness to prove it.—Mr. Hazland said he had a certificate from the doctor to say defendant was under the influence of liquor and the sergeant had testified the same.—Defendant said "no doctor ever visited me in hospital." He said he would call his witness and do so, when the letter, in reply to the Magistrate's first question said "Yes! he was very drunk!"—Defendant then asked the sergeant who arrested him how he knew if a man was drunk, and was told his experience taught him to detect a drunken man at once, even without the evidence of the breath.—His Worship said that the Metropolitan Police in London, when testing a man's sobriety or otherwise adopted the plan of making the man repeat quickly several times the words "pricked biscuits."—Defendant: "I suppose I shall have to give in; I am not guilty, but I suppose I was drunk." He was fined \$3.—Another man was one of the late crew of the unfortunate s.s. *Oldhamia*, now unemployed. The liquor was too much for him, and when he wanted to "do up" a ricksha coolie, and the latter bolted for fear of his life, he wreaked his vengeance on the ricksha, and did so to some purpose, since the repairs would cost \$6. He was fined \$3 for being drunk and disorderly, and ordered to pay \$6 compensation to the ricksha coolie.—"You had better let me off; I have already lost my ship through it," said another seaman. "I can't help that," said His Worship, "you have no business to get drunk \$3 or 7 days."—Other fines varied from \$1 to \$5.

FIRE IN THE HARBOUR.

On Saturday night, one of the crew of the s.s. *Yik Sang*, lying at Wanchai, noticed that smoke was issuing from the after hatch, and at once reported the matter to the chief officer, who upon investigation discovered that the coal stowed in that hatch had caught fire, probably by spontaneous combustion. The chief officer immediately raised an alarm and the police boat with Inspector Langley appeared on the scene. It was then found that the coal was squandering below, and a relay of firemen was at once sent from Tsimtsatui, and the outbreak was soon under control.

SUICIDE ON THE "MANCHURIA."

ONE OF THE TAFT PARTY JUMPS OVERBOARD.

A tragic incident marked the voyage across the Pacific of the P.M. steamship *Manchuria*, which brought Mr. Taft and his party to Yokohama. According to the *Japan Advertiser*, one of the passengers, William Sullivan, of San Antonio, Texas, ended his life by jumping from the aft promenade deck late on the night of July 12th. No one but a woman passenger saw him jump, and her story was accepted with reservation until the following morning, when a search of the ship was made. Mr. Sullivan could not be found, and the recovery of a slipper near the place from which he jumped and its identification by his friends was finally accepted as confirmation of the story told by the woman who witnessed his suicide.

Mr. Sullivan, who was about 25 years old, was a brother-in-law of Colonel Clemm, Chief of the Quartermaster's Department in the Philippines. He was a graduate of Yale '03 and left San Francisco with the Taft party, with the intention of touring the Philippines with them, and spending several months in Japan before returning home. The reason which prompted him to end his life is said by his friends to be unknown to them. They say that he entered into the spirit of all the social entertainments on board the *Manchuria*, and showed no indication of melancholy until July 12th, when he kept to his state-room. In the evening he spent considerable time in the wine-room, which he left about 11 o'clock, remarking that he was going to sleep. When he jumped off the ship he was in evening clothes and had his jewelry, letters of credit, and whatever other valuables he may have had in his possession on his person.

Search of his state-room revealed that apart from clothing and travelling accessories he left nothing behind of value. His wine bill on the *Manchuria* had not been paid. A letter and a telegram were found from his brother in San Antonio, but their nature did not contribute any additional indication on what many have tried him to seek death. Mr. Sullivan, according to his friends, was struck on the head with a revolver in a street brawl in Texas town several years ago. The blow, they think, may have resulted in a mental aberration which was never permanently cured, and which may have resulted in a mental manifestation on the night he ended his life.

RAILWAY ENTERPRISE IN

SOUTH CHINA.

A number of wealthy men of Hsinning (Colloquial: Sunning) in Kwangtung province, having decided to construct a railway between their city and Canton and points beyond, sent in May last a couple of their number to the United States to interest their fellow-townsmen, of whom there are a large number doing business there, in the scheme. According to the N. C. D. News, a Canton correspondent now writes that news has been received from San Francisco that the representatives of the proposed Hsinning-Canton Railway have already collected over \$600,000 within a few weeks of their arrival in the States, and that this sum, with the money already guaranteed in Canton and Hsinning, will now come up to almost two million dollars. It is further stated from Canton that permission for the construction of this railway has already been granted by the Shaoggu.

MOUNT PELER IN ERUPTION.

Last month Mont Pelée manifested a recrudescence of activity which, while stronger than that of the month of April, in the present year, does not seem to have been of an alarming nature. Some dense clouds of smoke were discharged from the volcano and slowly fell over the White River valley, afterwards disappearing on arrival at the seacoast. Sharp luminous flashes were perceived at the dome of the mountain and a flame was seen on June 3rd. On that day a thick cloud of smoke almost descended to the sea and the cinders thrown up extended to the village of Leprecheur, which is on the extreme line forming the limit of territory devastated during the terrible outbreak of May, 1902, resulting in the loss of about 40,000 lives, and then swept seaward and disappeared. After this the volcano again became calm and remained so until the night of June 10-11th, during which the dome was illuminated by numerous luminous points. The collapse of part of the dome occurred on June 12th at 6 a.m. It was accompanied by an outflow of mud in the White River Valley. At 11.30 a.m. the same morning a dense cloud of smoke slowly arose from the crater to the estimated height of about 1,000 yards and extended towards Leprecheur. Since then the volcano has remained calm.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon*) 8th inst.
American (*Manchuria*) 9th inst.
English (*Bengal*) 10th inst, 6 a.m.
Australian (*Eastern*) 13th inst.
Canadian (*Empress of India*) 14th inst.
German (*Prauen*) 16th inst.
Australian (*Changsha*) 19th inst.

The s.s. *Rubi* left Manila on 5th inst., at 11 a.m., and is due here on 7th inst., at 5 p.m.
The Imperial German Mail s.s. *Darmstadt* which left here on 6th ult., arrived at Genoa on Saturday, at 6 a.m.

The P. & O. S. N. Co.'s s.s. *Bengal* left Singapore for this port on 5th inst., at noon, with the outward English Mail, and is due here on 10th inst., at 6 a.m.

The Imperial German Mail s.s. *Prauen* carrying the German Mail with dates from Berlin of the 18th ult., left Colombo on Saturday, p.m., and may be expected here on 16th inst.

TELEGRAMS.

[Reuter's.]

Great Britain and France in China.
LONDON, 4th August.

In the debate on the Foreign Office estimates, Earl Percy said that the Government was fully alive to the importance of co-operating with France for the promotion of common interests in China, and that negotiations were approaching a conclusion for the joint construction of a railway in the Yangtze Valley to Sandstone Basin and Szechuan Basin.

The Mackay Treaty.

Earl Percy in the House of Commons said that the "equality of opportunity treatment" in the Mackay Treaty had not been infringed except as regards mining regulations and the currency. The other points mentioned in the Shanghai memorial were not infringements; there was no evidence that Germany was violating the principle of "the open door" in Shantung.

The Peace Conference.

Later.
The peace conference will meet on the 8th instant. The success of the negotiations is regarded as doubtful in Tokyo, where indignation is growing owing to the arrogant attitude of St. Petersburg.

5th August.

M. de Witte and M. Rosen have paid President Roosevelt a visit at Oyster Bay, similar to that of M. Komura and M. Takahira last week, with the object of paying their respects informally prior to today's formal reception. The question of precedence has been decided to-day in favour of Japan.

China and the United States.

The Washington Post says China has notified the State Department that she is sending Mr. Wu Ting-fang, formerly Minister in Washington, to negotiate a new exclusion treaty.

FAR EASTERN NAVAL SCANDAL.

QUEER ALLEGATIONS ABOUT SAILORS' MESSING ARRANGEMENTS.

Some unpleasant allegations that suggest a suspicion of jobbery in the arrangements for messing the men of the *Amphitrite*, *Centurion*, *Ocean*, *Vengeance*, and other British warships on this station, have been published at home in the *Morning Leader*, and Mr. Labouchere has taken up the matter in *Truth*, in the issue of that paper for June 22nd, in the *China Gazette* find the following comments on the matter, which if they be well founded, ought to make uncomfortable reading for certain persons in Hongkong:—

I read last week in the *Morning Leader* that a number of blue jackets on H.M.S. *Vengeance* and *Amphitrite* on the China station had refused to settle the bills of the bumbotmen, and had been punished in consequence. This confirms a statement made in *Truth* of April 27. I did not mention the name of any ship at that time, though it was stated that the incident occurred on the China station; but as a matter of fact the *Amphitrite* was the vessel referred to. I have not heard anything about the *Vengeance*, but that ship has recently arrived home from China and no doubt that is how the matter has come to be again referred to in the press. The *Amphitrite* is also on her way home, if she has not actually arrived, and an opportunity thus occurs for the Admiralty to look into this matter a little more closely. There is the more need for this if, as the *Morning Leader* states, similar incidents have occurred on the *Centurion*, *Ocean*, and other vessels in Chinese waters.

The cause of the strike against the bumbotmen was the extortionate prices charged to the ships' messes, and, as mentioned in my previous reference to the matter, the dissatisfaction was aggravated in the case of the *Amphitrite* by the fact that when the ship left Chatham a poll was taken on the question whether the canteen should be run by a committee or contractors, and that the poll resulted in favour of a committee, which was duly appointed, but the arrangement was rescinded by the Captain without any explanation or any further reference to the wishes of the crew while the ship was at Malta, the canteen being handed over to a Maltese bumbotman. The *Morning Leader* states that on the China station the bumbotmen did not buy in the local market, but from Chinese contractors, so that the stock is loaded with two middlemen's profits before it reaches the consumer. The men contend that if they managed the concern themselves they could buy direct, and consequently get their food much cheaper. This seems reasonable enough, and it is an argument in favour of a ship's canteen instead of a tenant canteen—at any rate, as worked on the China station. If a contractor must be employed, I should have thought that it would be as easy to find a Chinese contractor on the Chinese station as a Maltese contractor in the Mediterranean, and that a Chinaman would be as satisfactory a man to do business with as a Maltese. At any rate, it seems an absurdity that a Maltese contractor should be catering for a ship in China, where he would naturally be at a disadvantage in obtaining supplies locally, as he is said to have been in the above case.

THE P. & T. Times says that the Tientsin mint is about to coin 100-cash pieces. The coin itself "is a cylinder two inches in length," rather an inconvenient substitute for a 10-cent piece.

SOME UNCONSIDERED TRIFLES IN THE TRADE OF CHINA.

The few who are interested in such studies consult the published statistics of the trade of China to ascertain the extent of the demand for the articles with which they are concerned. They find figures to show the quantities imported commercially, but few there are who consider that, in China, nothing goes to waste, and that in gauging quantities it is necessary to include, or to make allowance for, much to which no attention is paid in our countries.

At home, the hardware dealer supplies you with dust pans, flour scoops, hearth trays, and such like appliances, made of bright tin or prettily lacquered and decorated flamboyantly in gold; companies even are incorporated for making some one such article. Importers know well that they would find no market for the thousand and one articles of tinware, or the many patented articles of nickel, which fill the stores and add so much to the comfort and even dignity of life at home; some of them we do without, some few we can buy ready made, but for most of the others that we cannot do without we send our servant to order them made by the nearest tinsmith. Our (the foreigner's) wants are few, but the Chinese demand is great; and while there is no large call for the imported finished product, the raw material must come in sufficient supply.

Tinplate, which the Chinese do not make, was imported in 1904 to the extent of 18,556,000 lbs., more than double the figures for 1903. This figure as shown in the statistics is not, however, the total quantity of tinplate which was utilised in the industries of China. Here nothing goes to waste, and we must add to the reported import the quantity which, as Goldsmith says "doth a double duty pay," not to the treasury, but in first serving as a package and then as the raw material of an industry. Kerosene oil was imported in 1904 to the extent of 16,000,000 cases. Taking the proportion of case to bulk oil prevailing at Shanghai, then 12,500,000 cases came in tin cans. Two such cans in a case weigh 4½ lbs., and from this source of supply we have 60,000,000 lbs. of tinplate imported for Chinese industrial use. Cotton piece-goods of the finer kinds are imported in cases protected by a tin lining, the weight of which may be put at 12½ lbs. per case, and the total at not less than 4,000,000 lbs. For other goods in tin-lined cases we may safely assume a minimum of 2,000,000 lbs. To our total import of 18½ million lbs. in the legitimate tinplate trade we have therefore to add 65 million lbs. introduced indirectly, thus raising the total supply for the Chinese demand to four and a-half times the figures given in the statistics.

Iron hoops were imported in 1904 to the extent of 5,429,000 lbs. This again takes no account of the hoops which encircle piece-goods coming in bales, and which, being fastened only at the ends, are available for use in serviceable lengths of over two yards. Bales of piece-goods, and more especially of cotton, are surrounded by hoops, but who ever saw them leave the importer's godown with more than one, or at the most two? In China they are not packing material, they are iron, and serve to supplement the quantities published in the tables of statistics; and to the 5½ million lbs. given there, must be added at least another 2 million lbs. from this source.

Of soft-wood planks there were in 1904 imported 52½ million square feet, valued at 14 million taels. To this also must be added the wood that comes in packages, much of which, we all know, is used as ordinary plank for ordinary purposes. Of quarter-inch plank kerosene oil cases provide 87½ million square feet, and other small cases (soap, milk, jams, etc., etc.) may be counted on to give 12½ million feet, giving 25 million feet of standard inch stuff, piece-goods cases and other large cases will give close on 2½ million feet of three-quarter inch and upwards, making 15 million feet of one inch stuff. To our 52½ million feet regularly imported must be added fully 40 million feet imported in the shape of packing, much of which is used for purposes for which new plank would be used in other countries.

These are the important items, but there are many others. Bottles come in containing wine, beer and spirits, drugs, confectionery, etc., but none leave the country; they are all absorbed for daily use, and will be found in every village in the Empire. The common tin can after having disgorged its contents of milk or fruit juice, will serve as a receptacle for pills, tarpsaulin from bales of piece-goods never goes to waste, but serves many uses from clothing down. The truth is that this is the form of importation that China calls for—the very cheapest—the finished product is not wanted outside the fringe around the tea ports which has taken on artificial tastes. Of cotton manufactures a full half is taken in the least finished shape, yarn; woollens are now no more than the value of forty years ago; of all iron and mild steel imported, three-sevenths are made up of plate cuttings, cobbles and wire shorts, and old iron—the discards of Western markets; and even the window glass and condensed milk which come are usually in cases stencilled "China quality." American flour should, if anything, make its way on its merits, and yet the import is less than 2½ million bags of 50 lbs. each; North-China prefers its own flourless flour, and the only large demand comes from South China where returned emigrants have brought with them tastes acquired elsewhere.

This, then, is the lesson which the home exporter must learn, that China is a land of primitive wants.—H. B. Morse, of the I. M. Customs, in *Journal of the American Association of China*.

AMONGST the gentlemen called to the Bar at the Middle Temple on 5th ult. were J. T. Pratt, of H.M. Consular Service, China, Certificate of Honour, Trinity Term, 1905; Campbell Foster prize, Easter Term, 1904; and E. T. C. Werner, H.M. Consul, Kiangchow and Pakhoi, China.

LONDON LIGHTS AND SHADOWS.

BY MRS. FREDERIC HARRISON.

A CHILDLESS MADONNA.

There had lived for some years, at the time of my story, in a little house in Chelsea two maiden sisters. They occupied two floors only, the house being kept by an old retainer and his wife, who had been proud to receive the young ladies as lodgers, and who were never weary of talking about the "family" and past splendours. It had been a comfort to the two sisters to be able to speak of the old home to the humble friends who had once shared it, and had made them feel less strange and lonely in the great city when they first came to live there. With the exquisite feeling that seldom found under such circumstances, the old butler and his wife treated them with all the respect and dutiful attention that could have been theirs in the old days, tempered with a shade of affectionate solicitude. All this was long since, but the arrangement still continued, though younger hands now helped in the housework. Miss Merrie, the elder sister, had achieved success; she was a painter of simple country scenes, and had a very real vogue. Cares of bread had long deserted the little household, and the deft fingers of Little Sister, as she was always called, were now often folded in admiration: in the first years they had been kept constantly employed, so that, in her own phrase, "Miss Merrie might be set free for higher things."

And in truth Miss Merrie was an artist—on narrow lines perhaps, but her work was honest and good, something of her own charming nature appearing in it all. There was distinction and sincerity in all she did, with that personal note that lends a charm, and the public to whom she appealed appreciated.

Miss Merrie's face began to show lines, and Little Sister's fair hair had a touch of grey, for the past year had been one of strain, and Little Sister was puzzled and anxious. Miss Merrie could no longer please herself with her work. She painted and altered, and repainted and destroyed—nay, one night she came down all was quiet and cut her picture into ribbons. It was all "so small, so pitiful," she said when, with tears in eyes, Little Sister had lamented. Miss Merrie after this had grown ever more and more restless, taking long tramps by herself, and often bringing home some urchin to feed with plum-cake and send away happy with pockets full of apples.

She changed her mode of painting. She discovered that her old work was all wrong. "So pretty pretty," she said, "all hopelessly wrong." She tried to paint some of the little creatures she had made friends with on her rambles, but with small success. Little Sister, who lived but for her, grew seriously alarmed. "Would she like to go away?" she timidly suggested. "She had been over-working; a visit to the great galleries of the world would improve her." "No," said Miss Merrie decidedly, "they would only dishearten me more."

One morning she came down to breakfast, a new resolution beaming from her face. "I must try something larger—on nobler lines," said she. "I have been thinking all night, and in the morning it came to me. I must paint something more human, something one can love that will warm one's heart."

Little Sister listened in silence, and for the next week some beautiful prints of the Madonna and Child made their appearance in the little drawing-room. Then Miss Merrie set to work. She, to, would paint a Madonna and Child. But weeks and months went by, many sketches were made and set aside; a large canvas was bought and stretched ready for use. Many young girls with sweet faces came and sat for the Madonna, and ragged baby creatures, newly washed, for the Bambino, but the picture never advanced.

The little household began to feel the loss of income. The annual trip to the mountains or the sea was given up. Miss Merrie's silk dress was in its third year. She had made no sales all this time. Her fever of anxiety to get on with her great canvas grew ever more intense, and Little Sister's trouble deepened.

One evening, in early summer, while daylight still lingered in the sky, I called, and found Little Sister in great agitation, pacing up and down the drawing-room. "Come," said she, "come and see her; but make no noise, or you will disturb her." Softly we crept upstairs to the large upper room, which had always been the studio. There, through the half-opened door, we saw Miss Merrie. She had on a loose flowing wrapper, and carried in her arms a tiny child; she was moving softly up and down and crooning a lullaby. Her face was radiant, lit with a beautiful light of tenderness and joy, and there were tears, I thought, in her eyes.

"Tell me," I whispered. "Hush!" said Little Sister. "Come away. I think if you love very much you will understand. I cannot tell how. I dressed the doll—Heaven forgive me!—and laid it on a pillow in her room. I dared not watch her when she found it, but every evening now she sings to it thus; she has even begun her old work again, and she burst into a passion of weeping. I sat with her till she possessed herself once more, and in the gathering dusk, as I stole down the stairs, I heard the low voice singing:

My little pretty one,
My pretty only one.
It is the oldest of love ditties.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 7th at 10.15 a. Typhoon near Southern Loochoo, moving NNW.

At 11.30 a. The barometer has fallen generally, particularly over Formosa and the Loochoos. Bad weather is likely to prevail shortly on the China coast to the northward of the Formosa Channel, strong NW. to SW. winds in the Formosa Channel, and moderate to fresh W. and SW. winds over the N. part of the China Sea.

Forecast—moderate W. to SW. winds, fog,

HARBOUR FIRES.

A SHIPPING AGENTS' MEMORIAL.

The following letter has been addressed to Governor Hattori by the Kobe agents of Steamship Companies:—

His Excellency Governor Hattori Ichizo, Hyogo Ken.

Your Excellency,—We, the undersigned, agents of Steamship Lines trading to this port, beg respectfully to draw your attention to the frequency of fires, more especially where bales of cotton are concerned, but also amongst other inflammable cargo, such as cases of kerosene oil, which have occurred both on board steamers, in lighters, and on shore at this port.

We are of opinion that these fires are often to be attributed to coolies smoking pipes or cigarettes whilst discharging or handling these classes of cargo, although they are forbidden to do so.

As a remedy, we take the liberty of suggesting that a stricter supervision shall be exercised over the coolies, that these men shall be carefully examined before they proceed to work amongst inflammable cargo, and that any pipes or cigarettes that may be found upon them shall be taken away and only handed back to them when they leave work. The coolie masters should be held responsible for this system being properly carried out.

For this purpose we beg that you will have the necessary instructions conveyed to the Customs House officials, police, water police, and coolie masters and foremen.

We feel sure that the serious evil to this port which is resulting from these frequent fires, whereby the port is obtaining an unenviable notoriety in the shipping world, has received the attention of the authorities, but we are of opinion that if some such steps as we now take the liberty of suggesting are adopted beneficial results will be shown.

Trusting that the seriousness of the situation will be sufficient excuse for our thus approaching you,

We remain,
Your Excellency's Obedient Servants.

[Here follow signatures.]
The letter is signed by Messrs. H. Ahrens & Co., Nacchi, Agents N.D.L.; Cornes & Co., Agents "Ben" Line and Eastern & Australian S.S. Co., Ltd.; E. Van Nierop, Agent Java-China-Japan Line; G. Abily, Agent M.M. Co.; C. Illies & Co., Agents Hamburg-Amerika Linie and Dampschiffs Rhederie Union; Dowdell & Co., Ltd., Agents Boston Steamship & Towboat Co.; Standard Oil Co. of New York; Shewan, Tomes & Co., Agents American Asiatic S.S. Co.; P. & O. S.N. Co.; Samuel Samuel & Co.; P.M. Co., O. & O. S.P. Toyo Kisen Kaisha, and Portland & Asiatic S.S. Co.; Nippon Yusen Kaisha; Browne & Co., Agents British India S.N. Co.; Butterfield & Swire, Agents Ocean S.S. Co., Ltd., China Mutual S.N. Co., and China Navigation Co., Ltd.; Jardine, Matheson & Co., Agents India-China S.N. Co., "Glen" Line, and "India" Line; and Nippon Yusen Kaisha as Agents for Great Northern S.S. Co.

To the letter is appended the following list of very serious fires which have occurred at Kobe during the past few months:—

On the 22nd March a fire on board the s.s. *Adato*.

On the 9th and 10th April on board the s.s. *Cernunicus*.

On the 27th and 28th April a fire on board the s.s. *Althend*.

On the 6th July a fire on board the s.s. *Volga*.

On the 9th July a fire at the Custom Compound *Onokuma*.

In addition to the above there was a slight fire on board the *Knight Errant* on the 21st July; a lighter of cotton oil *Inverness* was destroyed on April 9th; and there have also been incidents of fires on board lighters carrying kerosene oil.

COMMERCIAL.

Advices from Shanghai, dated the 3rd inst., state:—Business reported:—Shanghai and Hongkong Wharves at Tls. 192 cash, at Tls. 198 for October, and at Tls. 200 for December. Farnham, Boyds at Tls. 141 cash, at Tls. 144 for August, and at Tls. 149 for September. Sumatras at Tls. 68. Langkats at Tls. 190 for August, at Tls. 193 for September, at Tls. 194 for October, and at Tls. 195 for December. Municipal 6 per cent. Deb. at Tls. 99.

Business done direct:—Shanghai and Hongkong Wharves at Tls. 195 for September, at Tls. 198 for October, and at Tls. 200 for December. Farnham, Boyds at Tls. 141 cash, at Tls. 144 for August, and at Tls. 149 for September. Laou-Kung-Mows at Tls. 60 for December. China Sugars at \$135 for October to Hongkong. Langkats at Tls. 190 for September, at Tls. 194 for October, at Tls. 195 for November, and at Tls. 195 for December. Gas at Tls. 12½ cash, ex. div.

OPUM QUOTATIONS.

Today's quotations are as follows:—
Malwa New Per picul 1,170/1,200
" Old 1,250/1,280
" Older 1,300/1,350
" Oldest 1,400
Patna New Per chest 1,147
" Old 1,115
Benares New 1,092
" Old 1,072
Purani (Paper) 780/810

Today's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC,"

Captain Guionnet, will be despatched for the above ports, TO-NORROW (TUESDAY), the 8th instant, at Daylight.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 7th August, 1905. (7)

Today's Advertisements.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Guadiana* and *Charente*, and from Bordeaux, ex s.s. *Ville de Dunkerque*, *Ville d'Arras*, and *Ville de Lille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 14th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th August, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th August, 1905. (7)

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAXONIA."

Captain Hoppe, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 7th August, 1905. (809)

FITZ GERALD BROS. CIRCUS.

AND EDGAR HIGLEY.

The Greatest Circus organization visited the East.

LOCATION: CAUSEWAY BAY.

Commencing SATURDAY, AUGUST 12th.

MATINEES WEDNESDAYS AND SATURDAYS.

An entirely New Company headed by THE

GREAT HERBERT TROUPE OF

ARIEL GYMNASTS.

Who have solved the problem of Aerial flight. This is admitted to be

ONE OF THE GREATEST CIRCUS ACTS IN THE WORLD.

and easily the Greatest Act ever imported to the East.

THE

MOST WONDERFUL PERFORMING WILD ANIMAL

ACTS ON EARTH

FROM CARL HAGENBECK, HAMBURG.

THE MARVELLOUS LION AND ELEPHANT ACT.

After doing several sensational tricks this performance concludes by the Elephant mounting a Bicycle with the Lion on his back and pedalling several times round the ring.

THE GREAT TIGER AND HORSE PERFORMANCE.

The only Tiger riding a Jockey Act.

THE COMIC ELEPHANT AND PONY SCENE.

These acts take place in a specially constructed ring 40 feet in diameter and caged in with steel bars 18 feet high.

OUR NEW BALLET.

Invented and arranged by Mlle. DUVALL.

Elegant Costumes! Elegant Costumes!!

By our Corps de Ballet, entitled

"THE BISMARCK GRENADIERS."

THE BEAUTIFUL TROUPE OF BLACK HUNGARIAN HORSES.

The High Jumping Horses.

NEWHAVEN AND CADET.

NEWHAVEN holds the Australia record of 6 ft. 11 in. Bendigo Show, 1903.

A HOST OF AUXILIARIES, including A GREAT COMPANY of Equestrians and Ladies and Gentlemen, Canine Pedagogues, Jugglers and Jongleurs, Vaulters, Leapers, Clowns, Pedros, Funnymen, Dummies, Dolls, etc., etc.

BEAUTIFUL TRICK HORSES, PONIES, MULES, DONKEYS, BRONCHOS.

A splendid Military Band under the baton of Mr. A. HENDRIE.

Boxes and First Chairs..... \$3.00
Second Chairs..... 2.00
Stalls..... 1.00
Gallery (Chinese only)..... .50
Box Plan at ROBINSON PIANO COMPANY.
Special Trains will leave the Post Office every few minutes direct to the floor and will wait passengers after the performance.
Hongkong, 5th August, 1905. (806)

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

MAKERS OF

HIGH-CLASS PIANOS.

SPECIALLY BUILT FOR THIS

CLIMATE.

UPON SCIENTIFIC PRINCIPLES,

OF THE

FINEST MATERIALS.

AND UNDER THE

PERSONAL SUPERVISION

OF

FIRST-CLASS EXPERT EUROPEAN

MANAGEMENT.

TUNERS,

POLISHERS,

REPAIRERS.

"EVERYTHING

KNOWN IN MUSIC."

MUSICAL INSTRUMENTS

AND

TALKING MACHINES.

Cash or Easy Payments.

Hongkong, 20th July, 1905

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	7th August.
GLASGOW and LIVERPOOL	"ORESTES"	7th "
GLASGOW and LIVERPOOL	"COPACK"	8th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"PELEUS"	10th "
GLASGOW and LIVERPOOL	"ALCINOUS"	11th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	12th "
GLASGOW and LIVERPOOL	"JASON"	13th "
GLASGOW and LIVERPOOL	"TEUKAI"	14th "

S.S. "Orestes" left Singapore on the afternoon of the 2nd inst., and is due here on the 7th.
S.S. "Copack" left Singapore on the afternoon of the 3rd inst., and is due here on the 7th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
GENOA, MARSEILLES & LPOOL	"STENTOR"	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	25th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
GENOA, MARSEILLES & LPOOL	"VANGTSE"	22nd "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	25th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th August, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHAOHSING"	8th August.
MANILA	"TEAN"	8th "
CEBU and ILOILO	"KAIFONG"	10th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	14th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australasian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th August, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and ships.—Electric
Light.—Perfect Cuisine.—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 12th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 20th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th August, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRAWADI"	SATURDAY, 12th August.
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

BOO CHEONG,
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclicals
and Ellipses Duplicators.

Hongkong, 23rd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOGES ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 319.

Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Sun-
days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$9; 2nd Class, \$3; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents, Return, 10 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 16th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	"CHOYSANG"	TUESDAY, 8th August, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	FRIDAY, 11th August, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 11th August, 4 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 11th August, 4 P.M.
TIENSIN VIA WEI-HAI-WEI	"WOSANG"	TUESDAY, 15th August, 3 P.M.
SINGAPORE, SRABAYA & SAMARANG	"FOOSHING"	TUESDAY, 15th August, 3 P.M.

Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
Taking Cargo on these routes superior accommodation for First-Class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th August, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzentz	August 12th, 1905.
"ARAGONIA"	5,193	Schuldt	September 1st, "
"NICOMEDIA"	4,370	Wagemann	September 26th, "
"NUMANTIA"	4,370	Feldmann	October 14th, "

The S.S. "Aragonia" left Portland on July 22nd, and is expected to arrive here on August 22nd.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the
above Ports, on WEDNESDAY, the 9th
August, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

M.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th July, 1905.

"BEN" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"BENLARIQ."

Captain Wallace, will be despatched as above,
on or about the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd August, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.

The "Ying King" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

First Class single journey to Canton \$3.00
Second " " " " 1.50

First class single journey to Macao 1.00
" " " " " " 2.00
" " " " " " 3.00
" " " " " " 4.00
" " " " " " 5.00

Second " " " " 80 Cents.
Third " " " " 30 " " " "

Breakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.

The wharf in Macao is the same as the
S.S. "Ying King."

For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 17th May, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SAINT HUGO" 15th August, 1905.

"SHIMOSA" 25th "

"SATSUMA" 25th September, "

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 2nd August, 1905.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 4th August, 100 cts. per \$ Mar.

BUTCHER MEAT.

Beef sirloin & primecut—Mei Lung Pa 20
" Corned—Ham Ngau Yuk 20
" Roast—Shiu 20
" Breast—Ngau Lam 15
" Soup, Tong Yuk 18
" Steak—Ngau Yuk Pa 20
" " Serjain—Ngau Lau 30
" Sausages—Ngau Yuk Chung 26
Bullock's Brains—Know 10
" Tongue fresh—Ngau Li 50
" " " " " " 60
" Head—Ngau Tau 60
" Heart—Ngau Sum 12
" Hump, Salt—Ngau Kin 20
" Feet—Ngau Kerk 8
" Kidneys—Ngau Yiu 11
" Tail—Ngau Mei 18
" Liver—Ngau Con 12
" Tripe (undressed)—Ngau To 6
Calves' Head and Feet—Ngau-chai-
tau-keok 80
Mutton Chop—Yeung Pai Kwat 25
" Leg—Yeung Pai Kwat 25
" Shoulder—Yeung Shau 23
Pigs' Chitlings—Chi cheong 22
" Brains—Chi Kwau 22
" Feet—Chi Kerk 12
" Fry—Chi Chak 12
" Head—Chi Tau 16
" Heart—Chi Sum 9
" Kidneys—Chi Yiu 8
" Liver—Chi Kon 25
" Pork, Chop—Chi Pai Kwat 20
" Corned—Ham Chu Yuk 20
" Leg—Chu Pei 20
" Fat or Lard—Chu Yau 16
Sheeps' Head and Feet—Yeung Tau
Keok 55
" Heart—Yeung Sum 6
" Kidneys—Yeung Yiu 6
" Liver—Yeung Con 14
Sucking Pigs, To Order—Chu Chai 16
" Suet, Beef—Sang Ngau Yau 16
" Mutton—Sang Yeung Yau 22
" Veal—Ngau Chai Yuk 18
" Sausages—Ngau Chai Yuk Tong 15

FRUITS.

Almond—Hung Yan 20
Apples, (California)—Kam San Ping 20
" " (Chefoo)—Tin Chun Ping 20
" Small—Hoi Tong 20
" Custard—Fan Lai Chi 20
Bananas, fragrant, Canton—Sang Sheng 6
" Heung Chiu 6
" (brides), Macao—San Heung Chiu 8
" Chestnuts, Chinese—Foong Lut 11
" Carambola—Yeung Tau 9
" Cocoanuts—Yeh Tai 9
" Grapes—Sin Tai 10
" Lemons, China—Ning Moong 10
" Amer.—Kum San Ning Moong 5
" Lichees, Dried—Lai Chi Con 24
" Fresh, Lai Chi 20
" Limes, (Siam)—Sai Kung Ning 4
" Moong 4
" Mango, Manila—Lui Sung Moong 30
" Mango, Saigon—Sai Kung Moong 15
" Mangosteens, San Chuk Tai 15
" Oranges, (Canton)—Sang Sheng Tim 30
" Chang 30
" Small—Tai Kut 30
" Mandarin—Tim Kut 8
" Olives—Pak Lam 8
" Pears, (American)—Kam San Shut Li 7
" (Canton), Cooking—Sa Li 30
" (Shanghai)—Sheung Hoi Li 30
" Peanuts—Fa Sang 10
" Persimmons Large—Hung Chio 10
" Pine-apples, 1st quality—Sheung Poon 8
" 2nd quality—Chung Tang 8
" Paw-law 8
" 2nd cooking—Chung Tang 8
" Paw-law 8
" Platans—Tai Chen 3
" Plums, Swatow—Hung Lai 10
" Pomeo, Siam—Chim Lo Yau 10
" Walnuts, Hop Tou 14
" Green—Sang Hop Tuo 14

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah 18
" Chi Chai 18
" Beans, (French) Macao—Oh Moong Pin 15
" Pin Tau 15
" Beans, Sprout—Ah Choi 2
" Beans Long—Tau Kok 2
" Beet Root—Hung Choi Tau 2
" Brijala, Green—Cheng Yuen Ker 4
" Brijala, Red—Hung Ker 4
" Brassica—Pak Choi 3
" Bamboo Shoots—Chook Shun 3
" Cabbage, Chinese, com.—Kai Choy 7
" Cabbage Root—Kai Lan Tau 2
" Cabbage, (Shanghai)—Yeh Choi 2
" Cane Shoots, bunch—Kau Shun 2
" Cauliflower, Large size—Tai Yeh Choi 2
" " " " " " 2
" Cauliflower, Medium size—Chung Yeh 2
" Choi-fa 2
" Cauliflower, Small size—Sai Yeh Choi-fa 2
" Carrots—Kam Shun 8
" Celery, Chinese—Tong Kan Choy 5
" Celery, English—Yeung Kan Choi 5
" Celery, White—Pak Yeung Kan Choi 5
" Chillies Dried—Con Lat Chiu 10
" " Red—Hung Fa 12
" Green—Cheng Lat Chiu 7
" Curry Stuff, English—Ka Lee Choi Liu 5
" Cucumbers—Cheng Kwa 3
" Bitter Squash—Fu Kwa 3
" Garlic—Suen Tai 4
" Ginger, young—Sun Tsz Keung 4
" " old—Lo Keung 4
" Horse Radish, Shanghai—Lik Kan 10
" Indian Corn—Suk Mai 3
" Lettuce—Yeung Sang Choi 1
" Water Chestnuts—Ma Tai 4
" " Mandarin—Kwei Lum Ma Tai 7
" Mushrooms Fresh—Sang Cho Kho 35
" Onions, Bombay—Yeung Chung Tau 6
" " Green—Sang Chung 4
" " Bhai—Sheung Hoi Chung Tau 5
" Japan—Yat Poon 5
" Okroes—Mo Ker 7
" Parsley, English—Yeung Un Sai 3
" Grapes Pea 7
" Green Peas—Cheng Tau 2
" Potatoes, Sweet—Fan Shu 2
" " Shanghai—Sheung Hoi Shu 2
" Tsai 3
" Japan—Yat Poon Shu Tai 3
" American—Fa Ki 3
" " Fookow—Fuk Chai Shu Tai 3
" Macao—Oh Moong 3
" Pumpkin—Toong Kwa 2
" Radish—Hung Lo Pak Tai 2
" Rhubarb 2
" Shalot—Con Ching Tau 10
" Spinage (Chinese)—Paw Chai 10
" Spinach—Yin Chai 3
" Tomatoes—Fan Ker 6
" Taro—Wu Tai 4
" Turnips, Pao-i (Long)—Low Pak 4
" " English—Yeung Low Pak 4
" Vegetable Marrow—Chit Kwa 4
" Water Cresses—Sai Yeung Choi 8
" " Caltrop—Lan Kok 8
" Lily Roots—Lin Ngau 5
" Yams—Tai Shu 4

FISH.

Harbel—Ka Yu 14
" Dream—B. Yu 13
" Canton Fresh Water Fish—Hoi Sin Yu 13
" Carp—Li Yu 13
" Catfish—Chik Yu 11
" Codfish—Mun Yu 13
" Crabs—Hai 13
" Cuttle Fish—Mok Yu 11
" Dab—Sa Mang Yu 13
" Dace—Wong Mei Lun 10
" Dog Fish—Tit Tu Sa 8
" Eels, Congor—Hai Man Yu 14
" Fresh water—Tam Sui Yu 28
" Yellow—Wong Sin 11
" Frogs—Tien Kai 32
" Garoupe—Sek Pan 60
" Gudgoun—Pak Kuo Yu 11
" Herrings—Tao Pak 15
" Halibut—Cheung Kwan Yu 18
" Labrus—Wong Fa Yu 14
" Loach—Wu Yu 24
" Lobsters—Lung Ha 18
" Mackerel—Chai Yu 28
" Monk Fish—Mon Yu 24
" Mullet—Chai Yu 24
" Oysters—Sang Hoo 20
" Parrotfish—Kai Kung Yu 15
" Perch—Tau Loo 14
" Pike—Fa Paw Poong 8
" Plaice—Pan Yu 15

**SAVARESSE'S
SANDAL
CAPSULES**

For the cure of all diseases of the
urinary system, such as
Gonorrhea, Syphilis, etc.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
log advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.
Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.
Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road
Hongkong.

Shipping.

ARRIVALS.

Tremont, Am. s.s., 6,606 T. W. Garlick, 5th
Aug.—Manila 3rd Aug., Gen.—D. & Co.
Ld.
Glenstrae, Br. s.s., 3,000, McGillivray, 5th
Aug.—Mojil 31st July, Gen.—McG. Bro. &
Gow.
Haiching, Br. s.s., 1,267, A. E. Hodgins, 5th
Aug.—Fochow via Amoy and Swatow
4th Aug., Gen.—D. L. & Co.
Nord, Nor. s.s., 730, G. Haraldsen, 5th Aug.—
Newchwang and Chefoo 30th July, Ballast.
—Aagaard, Thoresen & Co.
Footling, Br. s.s., 1,423, T. Arthur, 5th Aug.—
Samarang and Port 28th July, Sugar.—J.
M. & Co.
Tonkin, Fr. s.s., 6,375, A. Charbonnel, 6th
Aug.—Yokohama 29th July, Malls and
Gen.—M. M.
Ajax, Br. s.s., 4,477, H. E. Batt, 6th Aug.—
Shanghai 3rd Aug., Gen.—B. & S.
Hsieh Ho, Ch. s.s., 1,084, A. A. Crawford, 6th
Aug.—Tientsin 30th July, Gen.—C. M. B.
N. Co.
Frithjof, Nor. s.s., 891, A. H. Haraldsen, 6th
Aug.—Shanghai via Fochow, Amoy and
Swatow 28th July, Gen.—O. S. K.
Waishing, Br. s.s., 1,170, M. Courtney, 6th
Aug.—Wuhu and Chinkiang 1st Aug.
Gen.—J. M. & Co.
Hailan, Fr. s.s., 377, L. Andersen, 6th Aug.—
Pakhoi and Hoihow 5th Aug., Gen.—A.
R. M.
Kwangshah, Ch. s.s., 1,536, Wm. H. Lunt, 6th
Aug.—Canton 5th Aug., Gen.—C. M. S.
N. Co.
Choyang, Br. s.s., 1,424, T. W. Selby, 6th
Aug.—Canton 5th Aug., Gen.—J. M. &
Co.
Nanshan, Br. s.s., 1,220, A. W. Bryndill, 6th
Aug.—Kohsichang 31st July, Rice—
Chinese.
Kohsichang, Ger. s.s., 1,293, C. Goswitsch, 6th
Aug.—Kohsichang 30th July, Rice—D. &
S.
Armand Behic, Fr. s.s., 3,564, E. Guionnet, 7th
Aug.—Marseilles 6th July, and Saigon 4th
Aug., Malls and Gen.—M. M.
Empire, Br. s.s., 2,803, P. T. Helms, 7th Aug.—
Kobe 1st Aug., Gen.—G. L. & Co.
Loongang, Br. s.s., 1,092, A. E. Sandbach, 7th
Aug.—Manila 4th Aug., Gen.—J. M. &
Co.
Aelia, Ger. s.s., 3,646, Schulke, 7th Aug.—
Shanghai 4th Aug., Gen.—H. A. L.
Bechuana, Br. s.s., 2,607, P. J. Greggan, 7th
Aug.—Shanghai 3rd Aug., Gen.—N. Y. K.
Saxonia, Ger. s.s., 3,316, E. Hoppe, 7th Aug.—
Singapore 1st Aug., Gen.—H. A. L.
Hanoi, Fr. s.s., 738, P. N. Merle, 7th Aug.—
Hoihow 6th Aug., Gen.—A. R. M.
Chinkiang, Br. s.s., 1,128, Robertson, 7th
Aug.—Canton 6th Aug., Gen.—B. & S.
August 6.
Brahmin, for Saigon.
August 7.
Maurang, for Sandakan.
Cebu, for Shanghai.
Wahing, for Canton.
Wahing, for Canton.
Hsieh Ho, for Canton.

DEPARTURES.

Per Loongang, from Manila—Mr. Douglas.
Per Nord, from Newchwang.—Mr. Henry
Grippendorf.
Per Haiching, from Coast Ports—Mrs.
Forbes, Mrs. Focken, Dr. Iwatsubo, Messrs.
Cheng Chang, Foo Chun Eng, Yow Sut Ting,
and 211 Chinese.
Per Empire, from Kobe—Mr. E. Atkinson,
Rev. J. Boardman, Mr. and Mrs. R. Walker,
Mr. and Mrs. W. A. Newell, Mr. F. Kanemitsu,
Mrs. Litton G. Kettlewell, Messrs. Nishikawa,
Gen. Maurice, D. B. Dymon, J. Dymon, Misses
Mason and A. Fawcett.
Per Armand Behic, for Hongkong from
Singapore—Messrs. Yennan, E. Petersen,
Wong Yan, P. Sargent, N. Shieldkro,
E. Underup and Co. Rock Chief.
From Saigon—Messrs. Yip C. Shan, Cheng Lun
Chun, En King, Yen, Mr. and Mrs. Osgood and
baby, Dr. and Mrs. Mayer, Mr. and Mrs.
Charignon, Wilson, Reys, Dubulle, Gar-
rigner, Pillot, Mrs. Marie Davial, and
398 Chinese. For Shanghai from Mar-
seilles—Mr. and Mrs. Cies and baby, Mr.
Kouei Ho, Rev. P. Pin, Mrs. Arai and 2
infants, Miss J. Portier, Messrs. Robie and
Goublet. From Colombo—Mr. W. Snape, and
2 Indians. From Singapore—Messrs. Darnell,
K. T. Williams, T. Hanlin, Mrs. Mitnik,
Mr. Abramson, From Saigon—Mr. Blair,
Miss Mary, Mrs. Marie Monti, Messrs. Dello
and A. Koro. For Kobe from Marseilles—
Mrs. Mine, Messrs. Chau Yep Nin and Nishida.
From Singapore—Messrs. Miwakawa, Ikemoto,
K. Shimizu and K. Kimamoto. For Yokohama
from Marseilles—Messrs. Cho Ah See, Noice
Mizabi and Mahoum. From Suez—Mr. Bour-
geois. From Singapore—Mr. Wong Chak Lam.
From Saigon—Mr. Zeisler.

PASSENGERS DEPARTED.

Per Zafra, for Manila—Mr. M. W. Creagh,
Miss Schoeni, Mr. J. Felix, Mrs. Glenn, Mr.
W. P. Hubbard, Mr. and Mrs. H. Ito, Mr. and
Mrs. Robbins, Master and Mrs. F. Hariguchi,
Messrs. Harris, Russel, R. D. Harvey and C. O.
Major.
Shipping Report.
Str. Ajax from Shanghai—Fresh SW. mon-
soon, clear weather.
Str. Waishing from Wuhu—Strong SW.
wind, and fine weather.
Str. Tremont from Manila—Calm and light
NW. wind, fine and clear.
Str. Footling from Samarang—Light winds,
clear and fine weather throughout.
Str. Haiching from Fochow—Moderate to
light SW. monsoon, and fine clear weather
throughout.

VESSELS IN PORT.

Steamers.
Aogin, Ger. s.s., 1,001, D. Ralmers, 3rd
Aug.—Bangkok 27th July, Rice.—B. & S.
Arabia, Ger. s.s., 2,868, H. Meisenberg, 3rd
Aug.—Portland via Japan and Hongkong, Gen.
—F. & A. S. S. Co.
Athenian, Br. s.s., 2,440, S. Robinson, R.M.S.,
26th July—Vancouver, B.C., 26th June,
and Shanghai 23rd July, Flour and Gen.—
C. P. R. Co.
Battenhall, Br. s.s., 1,378, Chas. Raison, 26th
July—Sourabaya 20th July, Sugar.—D. &
Co., Ld.
Blackheath, Br. s.s., 1,719, Sherborne, 26th
July—Canton 27th July, Gen.—D. & Co.
Ld.
Bourbon, Fr. s.s., 997, Ch. Sisco, 4th Aug.—
Chefoo 30th July, Vermicelli.—Wo Fat.
Capri, Ital. s.s., 4,105, G. Bellito, 3rd Aug.—
Singapore 28th July, Gen.—C. & Co.
Cheang Chow, Br. s.s., 1,213, E. Edwards, 25th
July—Singapore 19th July, Gen.—Chi-
nese.

Doric, Br. s.s., 2,935, H. Smith, R.M.S., 31st
July—San Francisco 1st July, Honolulu
8th, Yokohama 21st, Kobe 23rd, Nagasaki
25th, and Shanghai 26th, Malls and Gen.
—O. & S. S. Co.
Eskdale, Br. s.s., 2,926, Duff, 3rd Aug.—
Hongkong and Aug. Coal.—B. & S.
Germania, Ger. s.s., 1,000, H. Jugel, 30th July.
—Sydney 15th July, Cocoa.—S. & Co.
Hohenzollern, Ger. s.s., 6,660, O. Kraef, 30th
July—Genoa, Ballast.—M. & Co.
Hongkong, Fr. s.s., 742, A. Sussal, 5th Aug.—
Haiphong and Hoihow 4th Aug., Rice,
Sugar, Flax and Bullock.—A. R. M.
Indravelli, Br. s.s., 3,758, S. Collington, 2d
Aug.—Durban 30th June, Ballast.—O. L.
& Co.
Kaifong, Br. s.s., 986, E. Finlayson, 2d Aug.—
Cebu and Hoihow 29th July, Sugar.—B. &
S.
Kensington, Br. s.s., 2,247, Dover, 22nd July.
—Salina Cruz 19th June, Ballast.—C. C. S.
S. Co.
Lisa, Swed. s.s., 1,577, H. Hornadahl, 21st July.
—Kobe 17th July, Gen.—Shan Tai S. N.
Co.
Nam Sang, Br. s.s., 2,591, Geo. Payne, 29th
July—Calcutta 15th July, via Penang and
Singapore 24th July, Gen.—J. M. & Co.
Phra Nang, Ger. s.s., 1,021, F. V. Mangoldorff,
2nd Aug.—Bangkok 27th July, Rice.—B.
& S.
Proteus, Nor. s.s., 1,024, N. C. Krabbe, 4th
Aug.—Tamsui via Amoy and Swatow 3rd
Aug., Gen.—O. S. K.
Signal, Ger. s.s., 907, A. Bendixen, 30th July.
—Bangkok 23rd July, Rice and Wood.—J. &
Co.
Strombus, Br. s.s., 3,983, W. I. Stock, 2nd
Aug.—Balik Papan (Borneo) 16th July,
Petroleum.—A. P. Co.
Teau, Br. s.s., 1,346, W. B. Brown, 4th Aug.—
Manila 1st Aug., Gen.—B. & S.
Thyra, Nor. s.s., 2,419, P. M. Toyre, 3rd Aug.
—Kuchinotzu 27th July, Coal.—M. B. K.
Wallace, Br. s.s., 2,536, W. Smith, 2nd Aug.—
Mojil 26th July, Coal.—S. T. & Co.
Zweena, Br. s.s., 1,740, J. Ewart, 1st Aug.—
Rangoon 21st July, Kerosene.—Chinese.

SAILING VESSELS.

Eclipse, Br. ship, 2,469, McBryde, 31st July.
—New York 14th April, Oil.—S. O. Co.
Pass of Brander, Br. ship, 2,400, W. J. Ryder,
28th July—Philadelphia 14th April, Case
Oil.—S. O. Co.
Steamers Expected.

Vessel's	From	Agents	Due
Arratoon A'car	Singapore	D. S. & Co.	Aug. 8
Banca	Singapore	P. & O. Co.	Aug. 8
Glenroy	Singapore	McG. & G.	Aug. 8
Opark	Singapore	B. & S.	Aug. 8
Manchuria	Manila	P. M. Co.	Aug. 9
Marionethshire	Singapore	S. T. & Co.	Aug. 9
Bengal	Singapore	P. & O. Co.	Aug. 10
Indraman	Singapore	P. M. & Co.	Aug. 10
Eastern	P. Darwin	C. L. & Co.	Aug. 13
Emp. of India	Vancouver	C. P. R. Co.	Aug. 14
Preussen	Colombo	M. & Co.	Aug. 16
Changsha	Sydney	B. & S.	Aug. 19
Ras Dara	New York	S. T. & Co.	Aug. 21
Aragonia	Portland	F. & A. Co.	Aug. 22

Ships Passed The Canal.

Outward—14th July—Indraman, Ulysses,
Opark, 19th July—Barots, Bengali, Freya,
Pachonius, 28th July—Athenian, Sultanah,
Rhein, Ernest Simon, 2nd August—Saxonia,
Benedict, Gante, Yennan, Wray Castle, 4th
August—Agamemnon.
Homeward—28th July—C. Ferdi Laet, 2nd
August—Darmstadt, Slam, 4th August—Pera,
Jason, Oceanian, Ping Sany, Sileria, (Anst.)
Arrivals at Home—14th July—Polynian,
Bayern, Bivalder, Hudson, 19th July—Sag-
via, Indraman, 26th July—Ceylon, Abregaila,
Preussen, Whampoa, Sagami, Suevia, Poona,
Faldalen Hall, Socotra, 28th July—Kintuck,
Caledonia, 2nd August—Benmore, Calcho,
Senegambia, Dencaion, 4th August—Bantu.

Post Office.

A Mail will close for:

Swatow, Amoy and Fochow—Per Haimun,
8th Aug., 8 A.M.
Keelung, Shanghai, Moji, Kobe, Yokohama,
Victoria, B.C., and Tacoma, Wash.—Per
Tremont, 8th Aug., 10 A.M.
Europe, &c., India, via Tuticorin—Per
Tonkin, 8th Aug., 11 A.M.
Macao—Per Hongshan, 8th Aug., 12.15 P.M.
Salina Cruz, (Mexico)—Per Kensington, 8th
Aug., 4 P.M.
Shanghai—Per Choyang, 8th Aug., 2 P.M.
Manila—Per Tran, 8th Aug., 3 P.M.
Shanghai—Per Shaohing, 8th Aug., 3 P.M.
Singapore—Per Aelia, 8th Aug., 4 P.M.
Singapore, Penang and Calcutta—Per
Nanshan, 9th Aug., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Athenian,
9th Aug., 11 A.M.
Timor, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Melbourne,
Adelaide and Perth—Per Empire, 9th Aug.,
11 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yoko-
hama, Victoria and Vancouver, (B.C.)—Per
Tartar, 9th Aug., 11 A.M.
Macao—Per Hongshan, 9th Aug., 1.15 P.M.
Singapore, Penang and Bombay—Per Capri,
10th Aug., 11 A.M.
Cebu and Hoihow—Per Kaifong, 10th Aug.,
3 P.M.
Macao—Per Hongshan, 11th Aug., 1.15 P.M.
Manila—Per Rubi, 12th Aug., 10 A.M.
Europe, &c., India, via Tuticorin—Per
Coromandel, 12th Aug., 11 A.M.
Macao—Per Hongshan, 12th Aug., 1.15 P.M.
Macao—Per Hongshan, 14th Aug., 1.15 P.M.
Manila, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New Zealand,
Melbourne, Adelaide and Perth—Per Tartar,
14th Aug., 3 P.M.
Macao—Per Hongshan, 15th Aug., 1.15 P.M.
Europe, &c., India, via Tuticorin—Per
Prins Heinrich, 15th Aug., 11 A.M.
Frederick, Wilhelmshafen, Herberstahne,
Matupi, Brisbane, Sydney and Melbourne—
Per Frins Sigmund, 22nd Aug., 11 A.M.

Mails for Canton, Samshui, Wuchow
and Macao will be closed on week days at 7.30
every morning. On Sundays the mail for
Macao will be closed at 8 a.m., and that for
Canton at 9 a.m.
Mails for Namto, Sanbue, Kongmoon,
Kumchuk, Samshui, Wuchow and Canton
every evening at 5 p.m. On Sundays the mails
will be closed at 9 a.m.
No mail will be closed for Canton on Satur-
day evening.

On and after 15th July, 1905, the rate
of postage on letters from Hongkong and the
British Postal Agencies in China to Australia
will be at the rate for 4 cents for each half
ounce instead of 10 cents as at present.
The rate of postage on letters from Australia
to Hongkong and the British Postal Agencies
in China will be reduced from 2d. to 1d. for
each half ounce.

VISITORS AT THE HOTELS.

PRAK.

Aucott, E. F. King, Dr. and Mrs.
Beattie, A. Louder, Mr.
Beattie, M. P. Macdonald, Mr.
Bernard, Mr. and Mrs. Martin, R.
Bourchier, Mr. and Mrs. Meice, Mr. and Mrs. G.
Boyd, Capt. and Mrs. Mitchell, R.
Brown, Mr. and Mrs. D.E. Moson, Mr. and Mrs.
Clother, A. N. Harber
Cocks, Mr. and Mrs. A.E. Muelle, E.
Darling, Col. O'Neil, J. L. Hugh
Dixon, Mr. Parry, Major
Edwards, Mr. and Mrs. Phillips, Major
Gales, Capt. Piggott, Mr. and Mrs.
Harker, B. Brotherton Pollock, K.C., Mr.
Hassan, Mr. and Mrs. Reigfo, Dr. and Mrs.
Haynes, Col. Sawyer, Capt. and Mrs.
Hargland, F. A. Sinclair, A.
Helsing, A. Stadt, Mr. and Mrs.
Helt, Mr. and Mrs. Van de
F. Taget
Hindeskoef, Mr. and Mrs. Thomas, Mr.
Hudig, D. Uffel, W. von
Jeffries, H. V. Vandin, Gordon
Johnson, Rev. Vereker, Capt. and
Joseph, Mr. and Mrs. White, Dr. and Mrs.
Kaye, Major and Mrs. White, Dr. and Mrs.
Kelall, Major and Mrs. M. J.

CRAIGIEBURN.

Brown, C. A. Nicholas E. A.
Dann, G. H. Russell, Mr.
Frost, B. L. Smith, E. Grant
Gaskell, Mr. and Mrs. Smith, Mr. and Mrs.
Hogg, Mrs. Grant
Jameson, P. S. Webb, Mr. and Mrs.
Lyons, F. W. Mostaque
Marchant, Capt. and Wilson, Dr. Newell
Mrs. and children Young, J. Ashton
McPherson, J. L.

ROWLOCK.

Evans, Mr. and Mrs. Holmes, N. M.
Pinkers and child Price, Capt. and Mrs.
Goodwin, W. H. O. L.
Hall, J. S.

Barometer 29.85
Temperature 84
Humidity 77
Rainfall.....

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Amphitrua	cruiser, 1st class	11,000	10	10,500	Captain R. Nelson Osmann	Weihaiwei
Arcturion	torpedo boat destroyer	550	6	7,000	Lieut. Commander R. H. Heaton	Weihaiwei
Arcturion	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventura	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	water tank and tug	390	—	—		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	10	10,500	Captain H. W. Savory	Weihaiwei
Dee	torpedo boat destroyer	550	6	7,000	Lieut. Commander H. E. Sullivan	Weihaiwei
Erne	torpedo boat destroyer	550	6	7,000	Lieut. Commander Bather	Weihaiwei
Ettrick	torpedo boat destroyer	550	6	7,000	Lieut. Commander Lewin	Weihaiwei
Eke	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Weihaiwei
Fame	torpedo boat destroyer	550	6	7,000	Lieut. Commander Stevenson	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander J. May	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander Richards	Hongkong
Hecle	special service torpedo-v	6,400	—	2,400	Captain E. F. B. Charlton	Weihaiwei
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihaiwei
Idalgia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcett	Weihaiwei
Idalgia	torpedo boat destroyer	550	6	7,000	Lieut. Commander C. Seymour	Weihaiwei
Janus	torpedo boat destroyer	280	6	3,500	Lieut. Commander W. H. Darwall	Hongkong
Kinsh	river gunboat	85	4	1,500	Lieut. Commander E. V. F. R. Dugmore	Yangtze
Moorthen	river gunboat	180	2	800	Lieut. Commander F. B. Noble	Weihaiwei
Otter	torpedo boat destroyer	350	6	6,300	Lieut. Commander J. Kiddle	West River
Rambler	surveying-vessel	335	6	650	Commander G. E. Munro	Weihaiwei
Robin	river gunboat	85	2	240	Lieut. Commander Robert E. Vaughan	Singapore
Sandpiper	river gunboat	85	2	240	Lieut. Commander H. T. Atlay	Yangtze
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Hongkong
Snipe	river gunboat	85	2	240	Lieut. Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	In reserve	Hongkong
Teal	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	on route Weihaiwei
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut. Commander E. Secretan	Yangtze
Vinago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Gregory	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	Lieut. Commander C. E. L. Thomas	Weihaiwei
Wildgoose	river gunboat	195	2	550	Lieut. Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard D. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.						
NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jannet	Haiphong
Avalanche	river gunboat	140	5	150	—	Haiphong
Balonnelle	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	Lieut. Hue	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	325	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Saigon
Décidé	gunboat	645	10	1,000	Lieutenant L'Eost	Haiphong
Descartes	cruiser.	3,985	14	5,500	Commander Amat	Baie d'Along
Estoc	river gunboat	303	—	—	Lieut. Mére	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Fronda	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Baie d'Along
Guichen	armoured cruiser	9,376	7	20,200	Capt. Corlier	Baie d'Along
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Corlieux	Haiphong
Guichen	armoured cruiser	9,376	7	20,200	Commander Sagot-Duvivieux	Haiphong
Guichen	armoured cruiser	9,376	7	20,200	Commander Simon	Saigon
Guichen	armoured cruiser	9,376	7	20,200	Armbruster	Saigon
Guichen	armoured cruiser	9,376	7	20,200	Capt. Duval	Saigon
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Prat	Baie d'Along
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Grallier	Chungking
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Lavissière	Tongku
Guichen	armoured cruiser	9,376	7	20,200	Lieut. de Reinach-Werth	Baie d'Along
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Glorieux	Saigon
Guichen	armoured cruiser	9,376	7	20,200	Commodore C. P. M. Poldlôue	Saigon
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Lebal	Haiphong
Guichen	armoured cruiser	9,376	7	20,200	Capt. Dupriez	Saigon
Guichen	armoured cruiser	9,376	7	20,200	Capt. Gilberteau	Baie d'Along
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Roque	Baie d'Along
Guichen	armoured cruiser	9,376	7	20,200	Capt. Terquem	Upper Yangtze
Guichen	armoured cruiser	9,376	7	20,200	—	Saigon
Guichen	armoured cruiser	9,376	7	20,200	—	Hongay
Guichen	armoured cruiser	9,376	7	20,200	Lieut. Brugnon	Hongkong

